

SWANWICK AIRSPACE IMPROVEMENTS PROGRAMME AD 1

Airspace Change Decision

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Enquiries regarding the content of this publication should be addressed to:

Airspace and ATM Aerodromes, Safety and Airspace Regulation Group, CAA House, 45-59 Kingsway, London, WC2B 6TE

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Chapter 1

Executive summary

Objective of the Proposal

1. The objective is to introduce systemised RNAV1 ATS routes and RNAV1 Standard Arrival Routes (STARs) for Heathrow, Gatwick, Luton, Stansted, Northolt, Cambridge, Birmingham and East Midlands traffic that route via the London Area Control Centre Worthing sectors to the south-west of the London TMA and include a number of additional routes for overflying aircraft through UK airspace. This will deliver increased predictability and improved flight profiles by segregating certain flows of air traffic.

Summary of the decision made

2. Subject to the conditions set out in Annex A the CAA has decided to approve the following changes to the structure of UK airspace above 7000ft amsl:
 - a. Changes to existing ATS routes.
 - b. Introduction of new RNAV1 ATS routes.
 - c. Introduction of new RNAV1 STARs inbound to Heathrow, Gatwick, Luton and Stansted (note: Cambridge traffic also use the Luton/Stansted LOREL STAR whilst Northolt traffic also use the Heathrow STARs.)

Next steps

3. The CAA's Post Implementation Review (PIR) of the changes approved by the CAA in this decision will commence at least one year after implementation of those changes. It is a condition of the CAA's approval that the sponsor provides data required by the CAA throughout the year following implementation to carry out that PIR. In due course, the sponsor will be advised of the specific data sets and analysis required, and the dates by when this information must be

provided. The PIR is the seventh stage of the CAA's airspace change proposal process (set out in [CAP 725](#), the Guidance on the Application of the Airspace Change Process¹) and will consider whether *“the anticipated impacts and benefits, set out in the Airspace Change Proposal, have actually been delivered”*.

¹ www.caa.co.uk/CAP725

Chapter 2

Decision Process and Analysis

Aims and Objectives of the Proposed Change

4. This is a proposal to introduce systemised RNAV1 ATS routes and RNAV1 Standard Arrivals (STARs) for Heathrow, Gatwick, Luton, Stansted, Northolt, Cambridge, Birmingham and East Midlands traffic that route via the Swanwick Worthing sectors to the south-west of the London TMA.; it affects traffic inbound and outbound to/from the London Terminal Control Area and a number of overflights through the region. In addition to these new ATS Routes and STARs, the proposal also includes formalising a procedure (known as a 'stack swap') for changing Gatwick inbound routing towards the TIMBA Hold from the East to route to the WILLO hold when traffic conditions necessitate a re-allocation of traffic from one hold to the other.
5. To achieve significant operational and environmental benefits through the systemisation of the Air Traffic Management (ATM) operation. The proposal intends to capitalise on these benefits by delivering increased predictability and improved flight profiles which the operators have been seeking for some time.
6. The aim is to segregate flows of traffic by establishing RNAV1 ATS routes and STARs which are spaced according to CAA route spacing guidelines for RNAV1 routes published in CAP1385. Airspace diagrams are at Appendix A.
7. The CAA endorses the aims and objectives of the proposal.

Chronology of Proposal Process

Framework Briefing

8. A Framework Briefing was held on 17 November 2017 during which the sponsor (NATS) briefed the CAA on the scope of the proposal (at this point, the

project was named the Swanwick Airspace Optimisation Programme (SAOP Module 1).

9. It was also confirmed that a CO₂ analysis was required to support the change proposal in order to determine the environmental benefits to be realised.
10. A follow-on Framework Briefing was subsequently held on 27 March 2017 for the reasons detailed in paragraph 12.

Consultation

11. As there was no requirement for additional controlled airspace, NATS proposed that a 12 week consultation period would not be necessary. The CAA agreed there was no requirement to consult with NATMAC and the GA community. Nevertheless, whilst identified stakeholders and associated airspace users were confirmed as the MOD, airlines, and the airports associated with the new RNAV1 STARS, these parties required engagement. Consequently, NATS was advised to provide evidence of consultation with these parties demonstrating that there were no objections to the proposals.

Submission of Airspace Change Proposal and supporting documents

12. The change proposal was submitted to the CAA on 6 December 2016. Following a completeness check, as a number of elements required to support the proposal were missing, this proposal was returned to the sponsor for re-submission as the submission did not meet the requirements of CAP 725. On 23 December 2016, NATS subsequently advised the CAA that they would delay proposed implementation until Autumn 2017 and would re-submit the airspace change proposal at a later date. No analysis of the first proposal was therefore undertaken by the CAA.
13. Following the suspension of the project a follow on Framework briefing was held on 22 March 2017. The sponsor updated the CAA with a number of additional elements which were added to the original SAOP Module 1 project and briefed on a number of issues concerning the supporting material which had subsequently been prepared to address the missing elements which were